



Public Notice

**US ARMY CORPS
OF ENGINEERS
St. Louis District
*Gateway to Excellence***

Reply To:
U.S. Army Corps of Engineers
Attn: CEMVS-OD-F
1222 Spruce Street
St. Louis, Missouri 63103-2833

Public Notice No.
P-2743
Public Notice Date
November 16, 2009
Expiration Date
December 16, 2009

Postmaster Please Post Conspicuously Until:

File Number: 1999-9270

Interested parties are hereby notified that an application has been received for a Department of the Army permit for certain work in waters of the United States, as described below and shown on the attached maps.

COMMENTS AND ADDITIONAL INFORMATION: Comments on the described work should reference the U.S. Army Corps of Engineers File Number shown above and must reach this office no later than the above expiration date of the Public Notice to become part of the record and be considered in the decision. Comments should be mailed to the following address:

U.S. Army Corps of Engineers
Regulatory Branch
1222 Spruce Street
St. Louis, Missouri 63103-2833
ATTN: Shawn Sullivan

APPLICANT: Missouri Department of Transportation, Attn: Mr. David Nichols, 105 West Main Street, Jefferson City, Missouri 65102. (573) 751-2551

LOCATION: The project corridor is defined by Olive Boulevard serving as the northern project limit and continuing approximately 2.4 miles south to an improved section of Route 141 located at the intersection of St. Luke's Drive. The project limits end to the south of the existing Route 141 and Ladue Road intersection. The project corridor between Olive Boulevard and Ladue Road will be relocated to the east of the existing Route 141 with a majority of the alignment situated on the western side of Creve Coeur Creek. The project corridor is located entirely within St. Louis County, Missouri and includes portions of the cities of Chesterfield, Creve Coeur, and Town and County. The site is depicted on the attached location map.

PROJECT DESCRIPTION: The applicant seeks authorization to conduct grading and filling activities in waters of the United States in conjunction with the upgrade and realignment of Route 141 from Olive Boulevard (Route 340) to the intersection of the existing Route 141 and St. Luke's Drive. Route 141 extends from Olive Boulevard in St. Louis County south to U.S. Highway 61/67 (Jeffco Boulevard) in Jefferson County, a distance of about 22 miles. The applicant asserts the proposed 2.4 mile long project will replace the last remaining two-lane, functionally obsolete section of Route 141 between Olive Boulevard and U.S. Highway 61/67. The applicant states there are three major problems with the existing Route 141 between Olive Boulevard and Ladue Road: congestion, safety, and flooding. The Route 141 section proposed for upgrade and realignment was built in the 1930s and because of the limited travel lanes and design speeds the roadway cannot handle current traffic volumes. The applicant revealed that more than 23,000 cars a day use this two-lane stretch of roadway, and several intersections are highly congested. The applicant anticipates that traffic levels over the next 20 years are expected to increase by up to 35 percent in some locations. Accident rates are stated to have risen to nearly double the statewide average, and the road typically floods several times a year from overbank flooding of Creve Coeur Creek resulting in Route 141 and Ladue Road being closed to traffic.

The applicant completed an Environmental Assessment for the project in December 2002 and received concurrence from the Federal Highway Administration on their Finding of No Significant Impact. **Additional information regarding the project and the alternatives analysis can be found in the Route 141 Final Environmental Assessment (EA) that is located on the applicant's website at:**

http://www.modot.mo.gov/stlouis/documents/J6U0807_EA_Location_Study_Dec_2002.pdf

The applicant is coordinating the planned Route 141 project with the St. Louis County Highways and Traffic who proposes to build the Page/Olive Connector (Connector). The Connector is currently being evaluated under Department of the Army Permit number P-2735. The public notice for the connector expired on October 16, 2009. These projects to be undertaken by separate agencies are anticipated to benefit the region by providing an expressway reaching from Interstate 55 in Jefferson County to Route 370 in St. Louis County.

The proposed action will include 2.06 miles of the project on new alignment and 0.38 miles of upgrades to existing Route 141 pavement. The proposed new Route 141 alignment will be constructed further to the east of its current location with the existing Route 141 to be used as an extension of Old Woods Mill Road. The proposed Route 141 and Woods Mill Road will be elevated on an earthen embankment, which will reduce the risk of floodwaters covering the pavement, that had previously resulted in roadway closures. The applicant also proposes to excavate areas adjacent to Creve Coeur creek (called overbank excavation) to offset any loss in flood storage the roadway embankments would otherwise have on flood levels within the project area. However, bridges are proposed to carry any roadway crossings over Creve Coeur Creek. The proposed action is intended to also reduce traffic congestion, and increase safety by constructing single point urban interchanges at Olive Boulevard and Ladue Road. These interchanges are intended to improve traffic flow to existing subdivisions and Parkway Central School by removing the majority of through traffic from the roadway. The applicant will also move the Ladue/Route 141 interchange a little further to the east and construct it in a single point design. The applicant states that a single point interchange is controlled by one set of traffic signals located at a single point at the center of the interchange, with the signals directing through traffic, as well as all traffic that must turn left to enter or leave the highway.

The impacts to waters of the U.S. associated with the proposed Route 141 Project include:

1. The primary wetland impacts of 3.50 acres (1.22 forested wetland acres and 2.28 emergent wetland acres) would result from the permanent placement of fill material, clearing and grubbing for roadway right of way, and indirect impacts associated with project construction. The wetlands that are proposed to be filled will be necessary to support roadway embankments to achieve the design elevation.
2. In order to carry the roadway embankments over several streams that pass through the proposed alignment a total of 1,583 linear feet of unnamed tributaries are proposed to be piped, 252 linear feet of an unnamed tributary is proposed to be filled, and 872 linear feet of Maryville Creek is proposed to be relocated into a new open channel. Bridges will be constructed to carry the new Route 141 over Creve Coeur Creek and over Maryville Creek. A bridge will also be constructed to support Ladue Road over Creve Coeur Creek. A temporary crossing of Creve Coeur Creek is also proposed to obtain access to an overbank excavation area situated on the eastern side of the creek. The channel will be piped for 30 linear feet and will remain in place until the excavation work is completed.

A description of impacts to jurisdictional wetlands are addressed in the Final EA. However, wetland impacts were determined using offsite wetland determination procedures and were estimated in the EA at 12.6 acres. Wetland delineations have since been conducted in the field by Missouri Department of Transportation (MoDOT) environmental staff and their findings have resulted in substantially less wetland impact than originally anticipated. U.S. Army Corps of Engineers (USACE), Regulatory personnel have verified many of the wetland areas delineated by MoDOT personnel.

Compensatory Mitigation

To compensate for the unavoidable impacts to jurisdictional waters of the United States, the applicant is proposing compensatory wetland and stream mitigation in the form of a combination of preservation,

restoration, enhancement, and/or creation of wetlands. Creve Coeur Lake Memorial Park (CCLMP) was selected as the wetland mitigation site as it is downstream of the proposed project corridor and is within the same watershed of the proposed project. In addition, it is anticipated that the proposed mitigation within the CCLMP will provide numerous benefits to the existing mitigation sites and jurisdictional waters. The proposed mitigation site was presented to the USACE and the attending agencies and interest groups during an August 12, 2009 pre-application meeting. Although a detailed compensatory mitigation plan had not been developed at that time, a compensatory mitigation proposal was provided that summarized the anticipated goals and objectives of the proposed mitigation site.

A comprehensive compensatory mitigation plan is currently under development as per the requirements of 40 CFR Part 230 and 33 CFR 332, Compensatory Mitigation for Losses of Aquatic Resources; Final Rule. This plan will be submitted to the USACE for review and approval upon completion.

LOCATION MAPS AND DRAWINGS: See Attached

ADDITIONAL INFORMATION: Additional information may be obtained by contacting Shawn Sullivan, Project Manager, U.S. Army Corps of Engineers, at (314) 331-8580. Your inquiries may also be sent by electronic facsimile to (314) 331-8741 or by e-mail to shawn.f.sullivan@usace.army.mil

AUTHORITY: This permit will be processed under Section 404 of the Clean Water Act (33 U.S.C. 1344).

WATER QUALITY CERTIFICATION: The project plans have been submitted to the Missouri Department of Natural Resources, Water Protection Program for state certification of the proposed work in accordance with Section 401 of the Clean Water Act. The certification is requested as of the date of this Public Notice, and if issued, will express the Agency's opinion that the proposed activities will not violate applicable water quality standards. Written comments concerning possible impacts to waters of Missouri should be addressed to: Water Protection Program, Post Office Box 176, Jefferson City, Missouri 65102-0176, with a copy provided to the Corps of Engineers.

SECTION 404 (b)(1) EVALUATION: The impact of the activity on the public interest will be evaluated in accordance with the Environmental Protection Agency guidelines pursuant to Section 404 (b)(1) of the Clean Water Act.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the applicant's proposal. Any request for a public hearing shall state, with particularity, the reason for the hearing, and must be based on issues that would warrant additional public review.

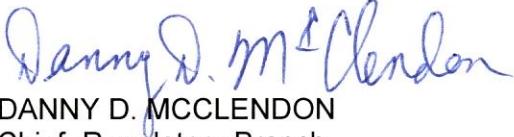
ENDANGERED SPECIES: The Final EA addresses Threatened and Endangered Species concerns which can be found in Section III.B.10 of the referenced document. No species of conservation concern, including State or Federally listed threatened and endangered species, were observed during field reconnaissance of the study area. In addition, the report stated that there is no formally designated critical habitat within the study area. In order to complete our evaluation, comments are solicited from the U.S. Fish and Wildlife Service and other interested agencies and individuals through this Public Notice.

CULTURAL RESOURCES: MoDOT completed a Phase I archaeological survey within the Area of Potential Effect (APE) relating to the Final EA for the project. The survey revealed that the project would affect one architectural resource eligible for listing on the National Register of Historic Places (NRHP). According to the EA two previously recorded archaeological sites and two other sites identified during the Phase I survey would not be eligible for inclusion to the NRHP. The applicant indicates there are several naturally occurring "lost hills" in the area that are incorrectly believed to be mounds built by Native Americans. All but one of these mounds has been avoided during design work done to date. The St. Louis District will consult with the State and Tribal Historic Preservation Officer to evaluate any effects the undertaking may have on historic properties determined NRHP-eligible. The St. Louis District will also evaluate any additional information provided by the State or Tribal Historic Preservation Officer and the public in response to this Public Notice. The applicant will

also avoid an old cemetery near Toreador, and has used remote sensing techniques to ensure no unmarked burials extend into the project alignment.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit that may reasonably be expected to accrue from the described activity must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the activity described, will be considered including the cumulative effects. Among factors considered are: conservation; economics; aesthetics; general environmental concerns; wetlands; historic properties; fish and wildlife values; flood hazards; flood plain values; land use; navigation; shoreline erosion and accretion; recreation; water supply and conservation; water quality; energy needs; safety; food and fiber production; mineral needs; consideration of property ownership; and in general the needs and welfare of the people.

SOLICITATION OF COMMENTS: The U.S. Army Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of the proposed activity. Any comments received will be considered by the U.S. Army Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.



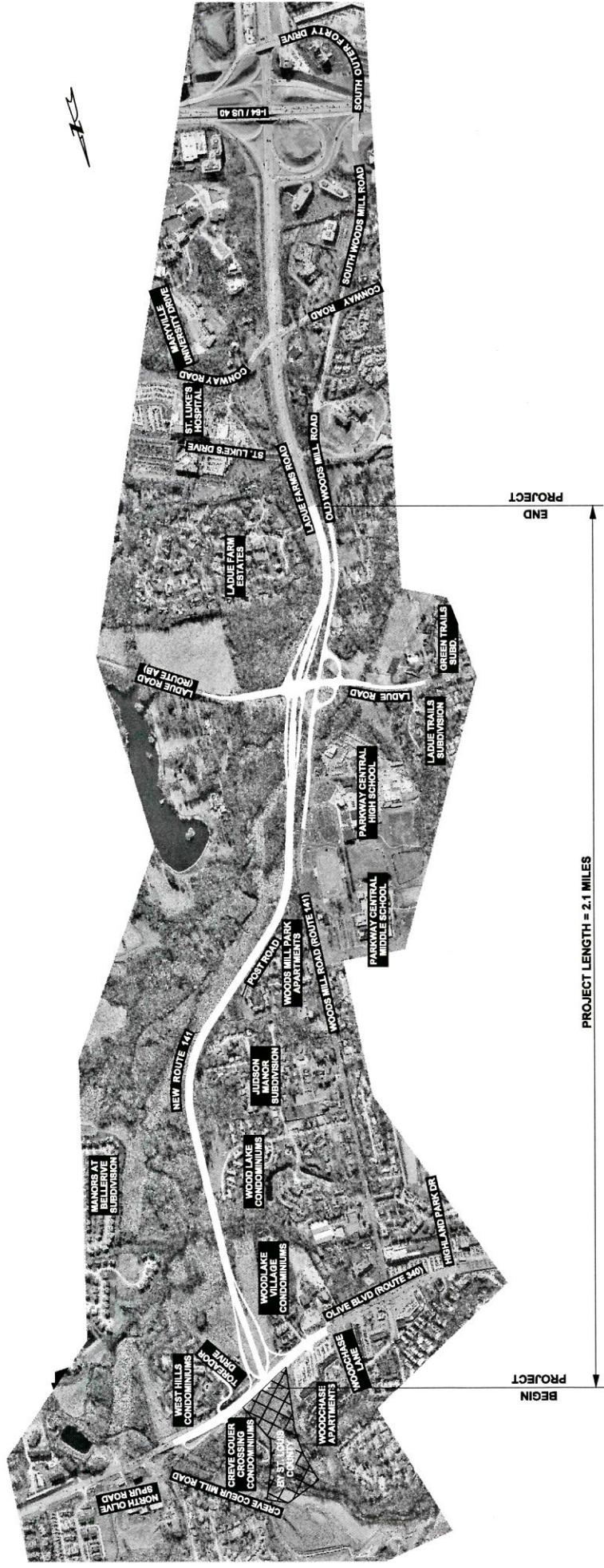
DANNY D. MCQUEEN
Chief, Regulatory Branch

Attachments

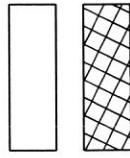
NOTICE TO POSTMASTERS:

It is requested that this notice be conspicuously and continually placed for 21 days from the date of this issuance of this notice.

ROUTE 141 RELOCATION - OLIVE BOULEVARD TO SOUTH OF LADUE ROAD



LEGEND



ECONOMIC RECOVERY
AND REINVESTMENT PROJECT
BY ST. LOUIS COUNTY

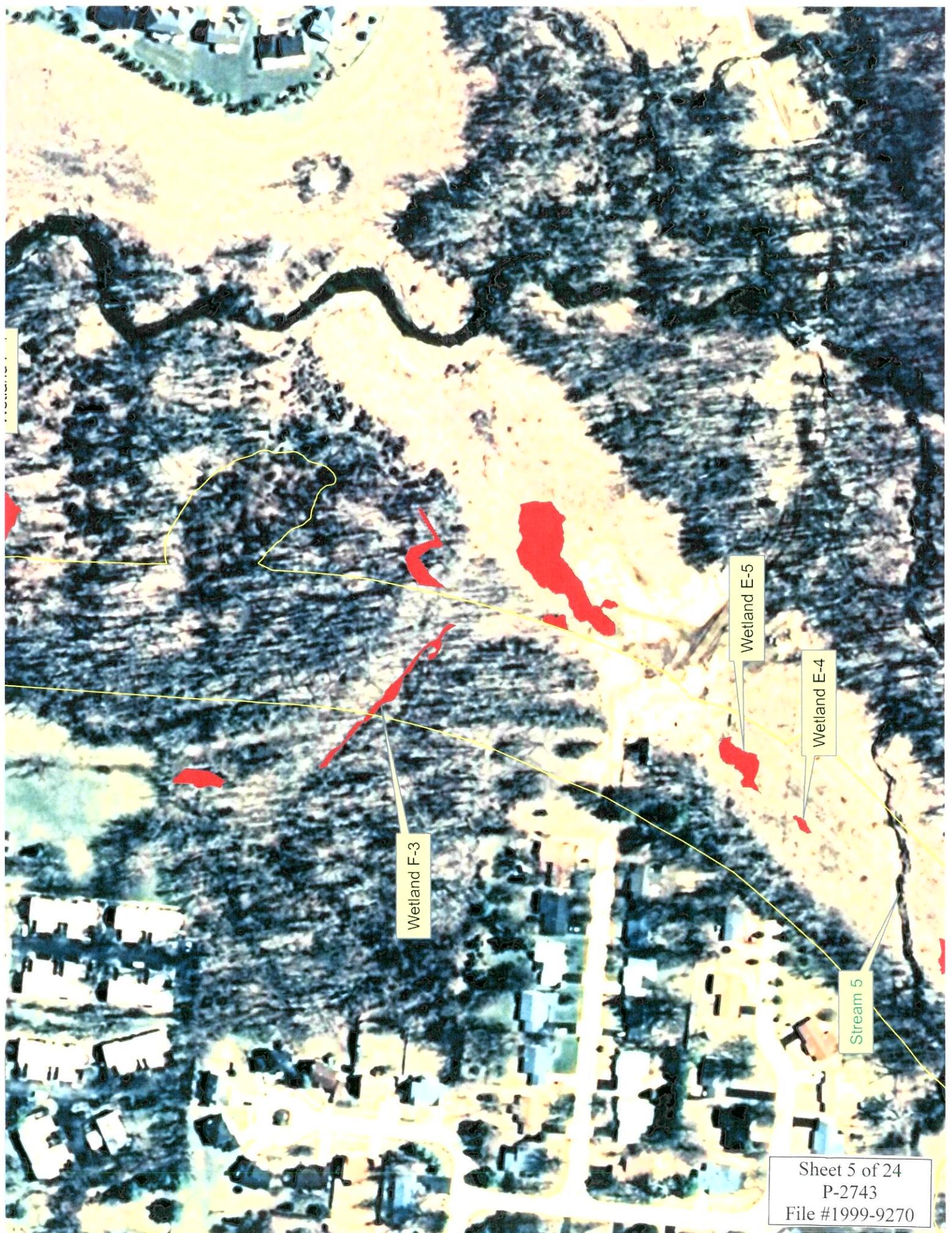
Sheet 1 of 24
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File #1999-9270



**Project Corridor
&
Waters of the U.S. Delineation**







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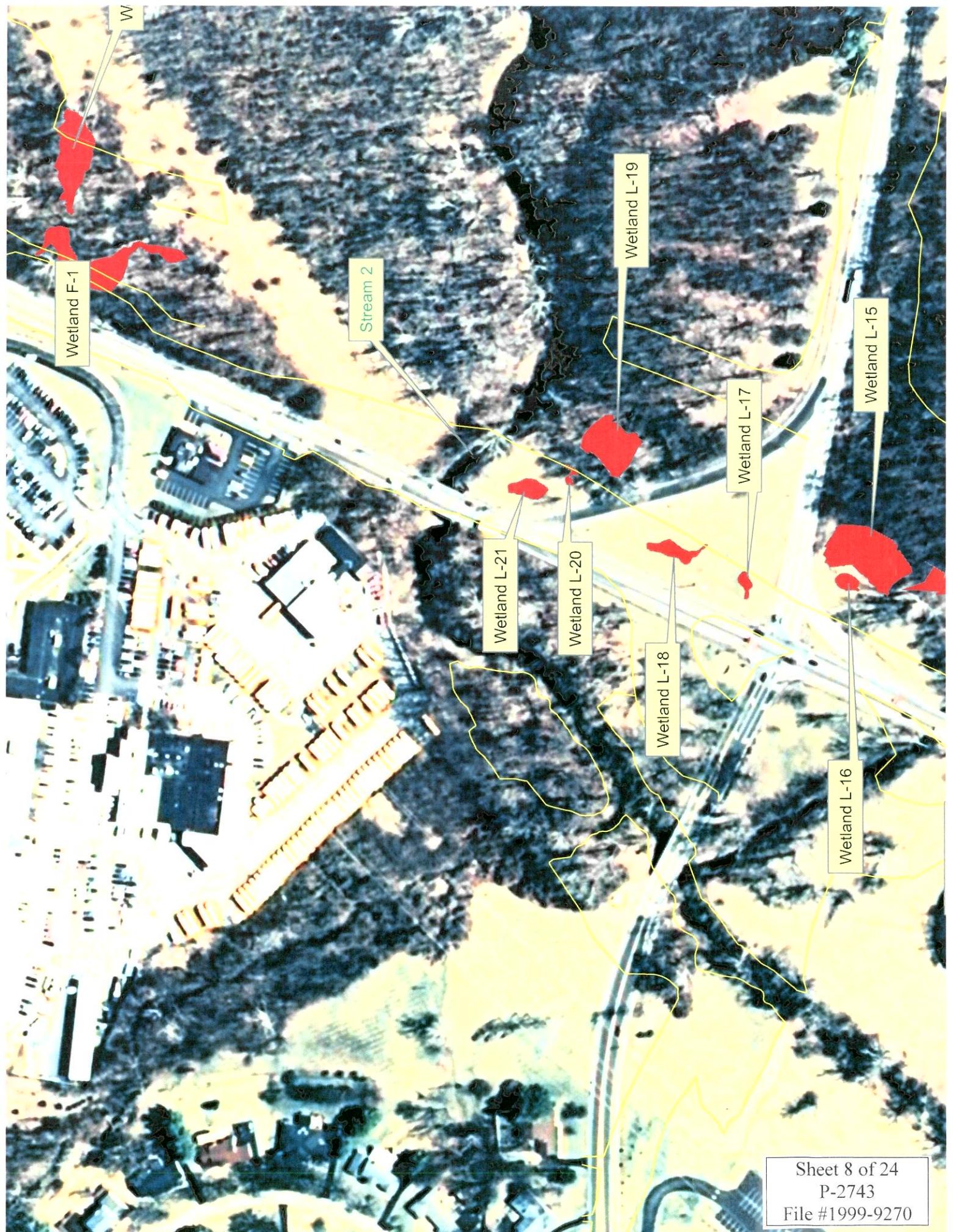
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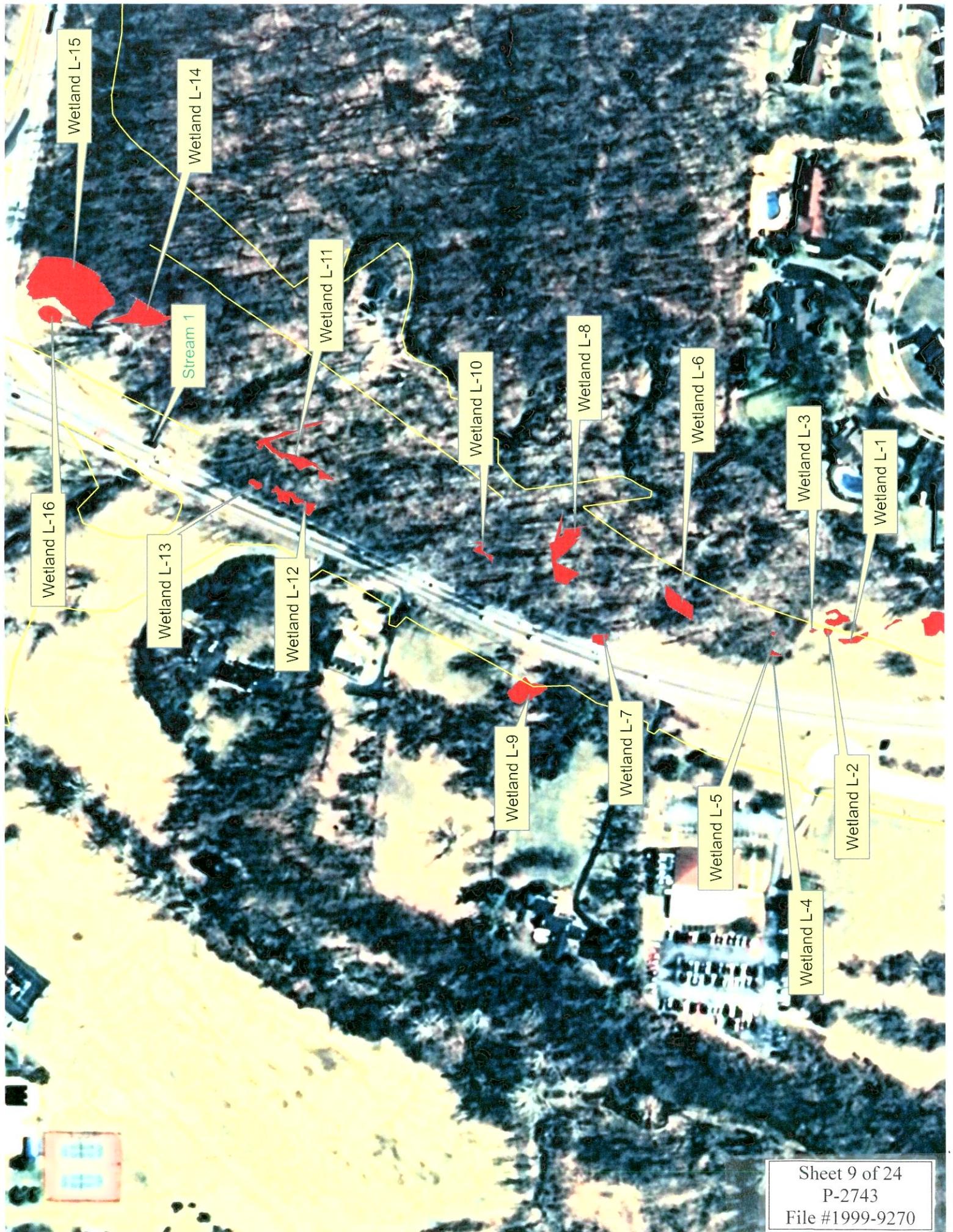


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Stream 4







**Preliminary Design Plans
&
Impact Assessment**

GENERAL NOTES:

1. ANY WORK INDICATED ON THE PLANS THAT EXTENDS BEYOND THE PROJECT LIMITS IS CONSIDERED INCIDENTAL TO AND A PART OF THE CONSTRUCTION OF THIS PROJECT.
2. ENTRANCES CONSTRUCTED THROUGH NEW CONTROLLED ACCESS RIGHT OF WAY BETWEEN STATION 193+00.00 TO STATION 194+00.00 MAY BE WIDENED BY PERMIT TO A MAXIMUM WIDTH OF 60 FT. UNLESS OTHERWISE NOTED.
3. RIGHT OF WAY LIMITS FOR THIS PROJECT EXTEND FROM STATION 193+00.00 TO STATION 194+00.00, A DISTANCE OF 2.44 MILES.
4. ALL BEARINGS SHOWN ARE BASED ON STATE PLANE BEARINGS.
5. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM SURVEYS AND RECORDS PROVIDED BY OTHERS AND MADE AVAILABLE TO THE ENGINEER; AND, THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY AND THE ENGINEER SEALING THIS SHEET DISCLAIMS ANY RESPONSIBILITY FOR THE ACCURACY OR ADEQUACY OF SAME. IN ADDITION, IT IS POSSIBLE THERE MAY BE OTHER UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES NOT SHOWN OR THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXISTENCE AND EXACT LOCATION OF ANY UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES, WHETHER SHOWN OR NOT SHOWN, AND TO AVOID DAMAGE THERETO.
6. EXISTING PROPERTY LINE AND EASEMENT INFORMATION WAS FURNISHED BY ENGINEERING DESIGN SOURCE, INC., AS WITNESSED BY EDIE B. MURRAY, P.E., S-1973, AND THE ENGINEER SEALING THIS SHEET DISCLAIMS ANY RESPONSIBILITY FOR THE ACCURACY OR ADEQUACY OF SAME.
7. PROFILE GRADES SHOWN IN THESE PLANS REPRESENT THE TOP OF PAVEMENT TO BE PLACED IN THIS OR FUTURE PROJECTS (SEE TYPICAL SECTION).

NOTES:

1. FUTURE ALIGNMENT SHOWN NORTH OF STATION 203+00 IS AN APPROXIMATE LOCATION ONLY AND IS SHOWN ONLY TO INDICATE A POSSIBLE LOCATION OF A FUTURE EXTENSION OF ROUTE 141.
2. FOR PROFILE DATA, SEE THE FOLLOWING SHEETS:
 - ROUTE 141 - SHEET 24
 - RAMP 1 - SHEET 41
 - RAMP 2 - SHEET 42
3. FOR ALIGNMENT CURVE DATA AND BEARINGS, SEE SHEET A1.

**ROUTE 141 PLAN
STATION 192+50 TO STA 200+00
(PAGE/OLIVE CONNECTOR)**

Preliminary

ROUTE 141 PLAN
STATION 192+50 TO STA 200+00
(PAGE/OLIVE CONNECTOR)

Preliminary

Scale: 0 50 100 150

GENERAL NOTES:

1. ANY WORK INDICATED ON THE PLANS THAT EXTENDS BEYOND THE PROJECT LIMITS
IS CONSIDERED INCIDENTAL TO AND A PART OF THE CONSTRUCTION OF THIS PROJECT.

2. ENTRANCES CONSTRUCTED THROUGH NEW CONTROLLED ACCESS, RIGHT OF WAY
BETWEEN STATION 133+00.00 TO STATION 104+00.00 MAY BE WIDENED BY PERMIT
TO A MAXIMUM WIDTH OF 60 FT., UNLESS OTHERWISE NOTED.

3. RIGHT OF WAY LIMITS FOR THIS PROJECT EXTEND FROM STATION 193+00.00 TO
STATION 104+00.00, A DISTANCE OF 2.44 MILES.

4. ALL BEARINGS SHOWN ARE BASED ON STATE PLANE BEARINGS.

5. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM
SURVEYS AND RECORDS PRODUCED BY OTHERS AND MADE AVAILABLE TO THE ENGINEER;
AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY AND THE
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PRESENTLY NOT KNOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE
EXISTENCE AND EXACT LOCATION OF ANY UNDERGROUND FACILITIES, STRUCTURES AND
UTILITIES, WHETHER SHOWN OR NOT SHOWN, AND TO AVOID DAMAGE THERE TO.

6. EXISTING PROPERTY, LINE AND EASEMENT INFORMATION WAS FURNISHED BY ENGINEERING
DATA SOURCE, INC., AS WITNESSED BY EDDIE B. MURRAY, P.L.S. #1973, AND THE
SEALING THIS SHEET DISCLAIMS ANY RESPONSIBILITY FOR THE ACCURACY OR ADEQUACY
OF SAME.

7. PROFILE GRADES SHOWN IN THESE PLANS REPRESENT THE TOP OF PAVEMENT TO BE PLACED

NOTE 6

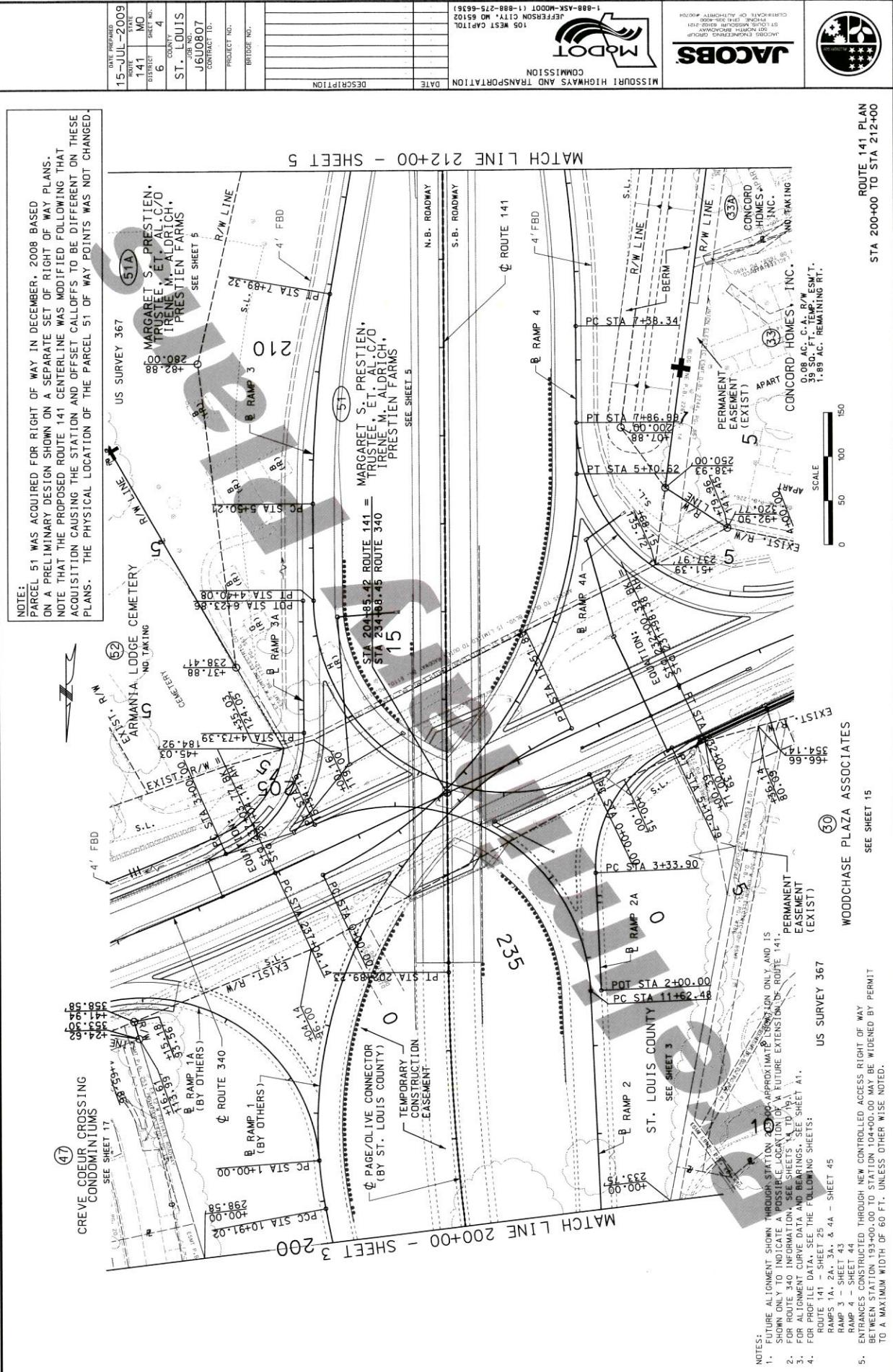
- RULES:**

 1. FUTURE ALIGNMENT SHOWN NORTH OF STATION 203-00 IS AN APPROXIMATE ONLY AND IS SHOWN ONLY TO INDICATE A POSSIBLE LOCATION OF ROUTE 141.
 2. FOR PROFILE DATA, SEE THE FOLLOWING SHEETS:

ROUTE 141 - SHEET 24	RAMP 1 - SHEET 41
ROUTE 141 - SHEET 24	RAMP 2 - SHEET 42
 3. FOR ALIGNMENT CURVE DATA AND BEARINGS, SEE SHEET A1.

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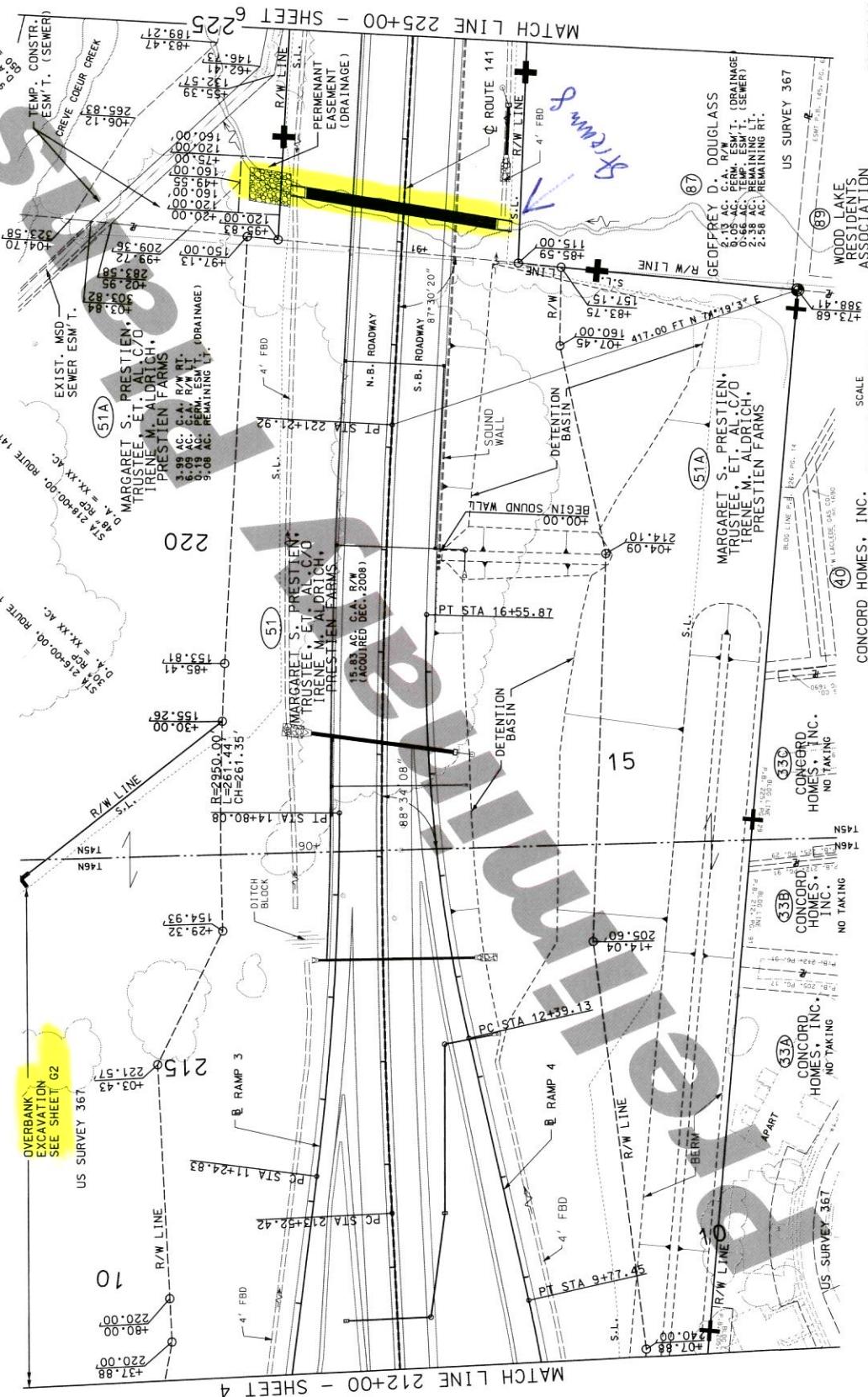
B/W PI AN = NOT FOR CONSTRUCTION



NOTE: PARCEL 51 WAS ACQUIRED FOR RIGHT OF WAY IN DECEMBER, 2008 BASED ON A PRELIMINARY DESIGN SHOWN ON A SEPARATE SET OF RIGHT OF WAY PLANS. NOTE THAT THE PROPOSED ROUTE 141 CENTERLINE WAS MODIFIED FOLLOWING THAT ACQUISITION CAUSING THE STATION AND OFFSET CALLOFFS TO BE DIFFERENT ON THESE PLANS. THE PHYSICAL LOCATION OF THE PARCEL 51 OF WAY POINTS WAS NOT CHANGED.

NOTES:

1. FOR ALIGNMENT, CURVE DATA, AND BEARINGS, SEE SHEET A1 AND A3.
2. FOR RIGID LIE DAHFFE SEE THE FOLLOWING SHEET(S):
 - RAMP 1 - SHEET 43
 - RAMP 3 - SHEET 44
3. ENTRANCES CONSTRICTED THROUGH NEW CONTROLLED ACCESS RIGHT OF WAY BETWEEN STATION 193+00.00 TO STATION 104+50.00 MAY BE WIDENED TO A MAXIMUM WIDTH OF 60 FT. UNLESS OTHERWISE NOTED.



LAND SURVEY MONUMENT;
CONCRETE MONUMENT, SW CORNER OF
ROUTE 141, HEMPSTEAD STATE
HIGHWAY, JOHN K. HEMPSTEAD STATE
HIGHWAY, LOT 2
417.00 FT N 74° 13' E TO ROUTE 141
CENTERLINE, STA #21-2, AS WITNESSED
BY KARL E. WAGNER P.L.S., #410.

NOTE:
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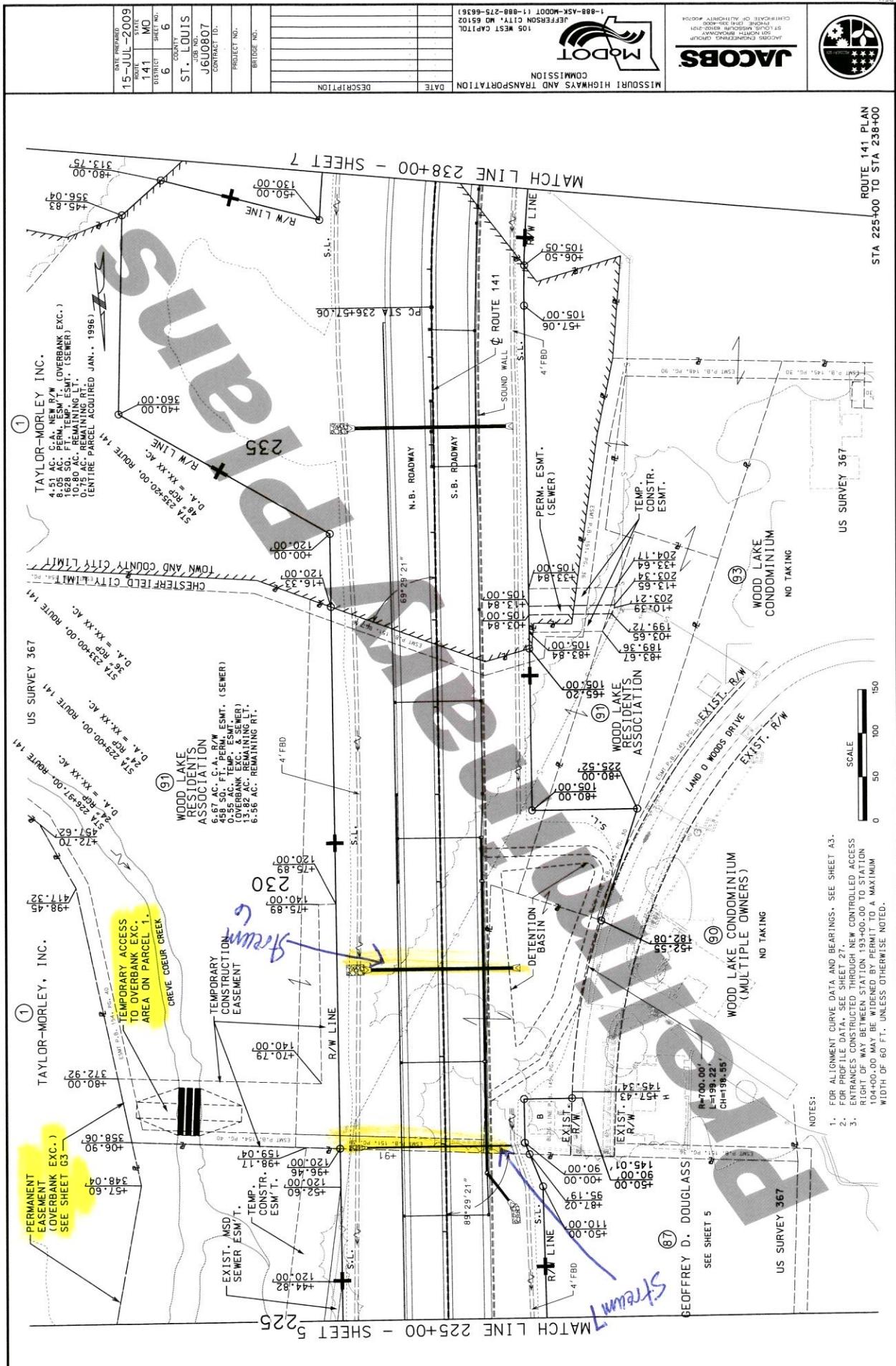
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DISTRICT	141	MO	
COUNTY	6	5	
ST. LOUIS			
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CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.			
DESCRIPTION			

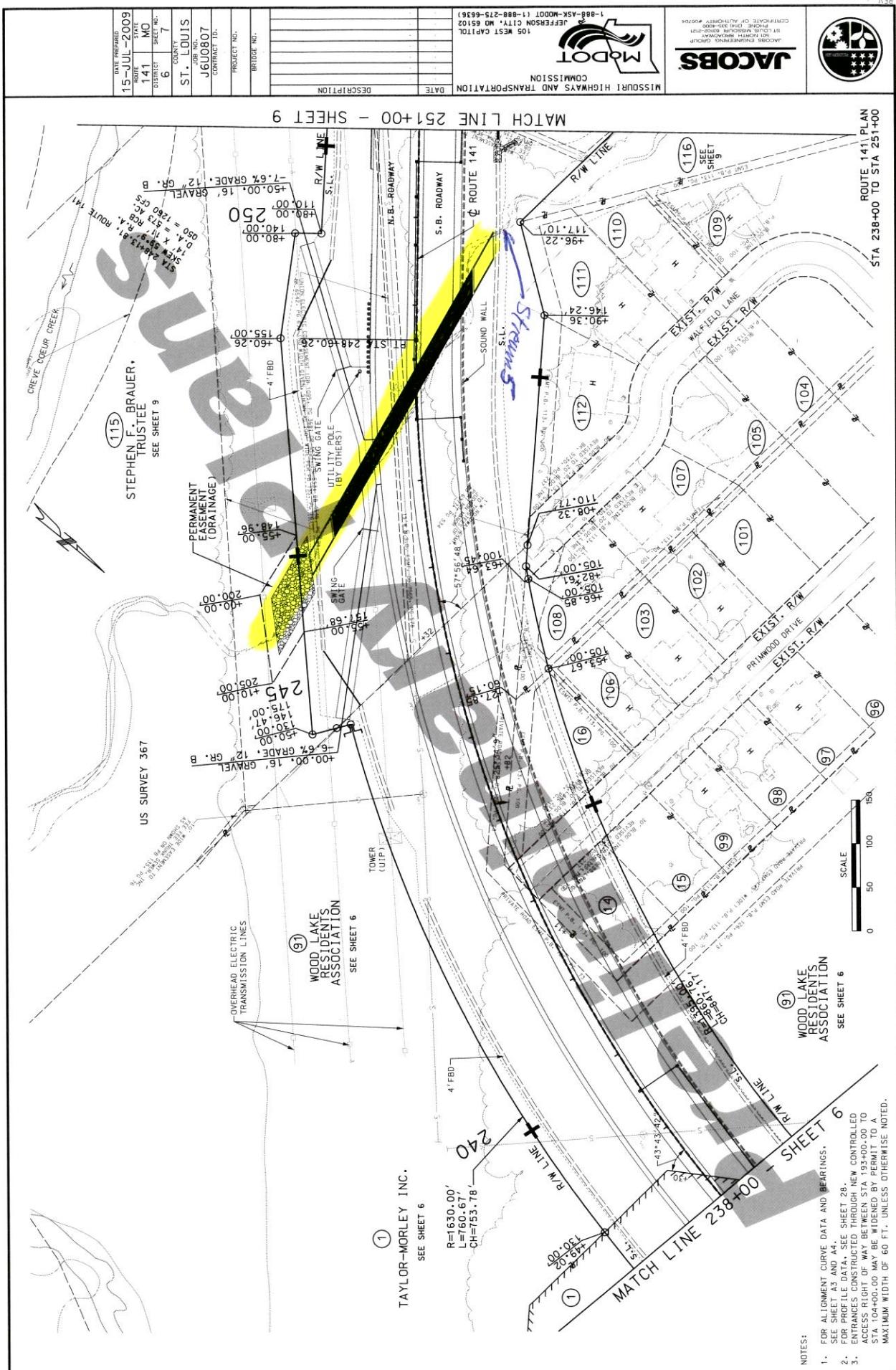
JACOBS



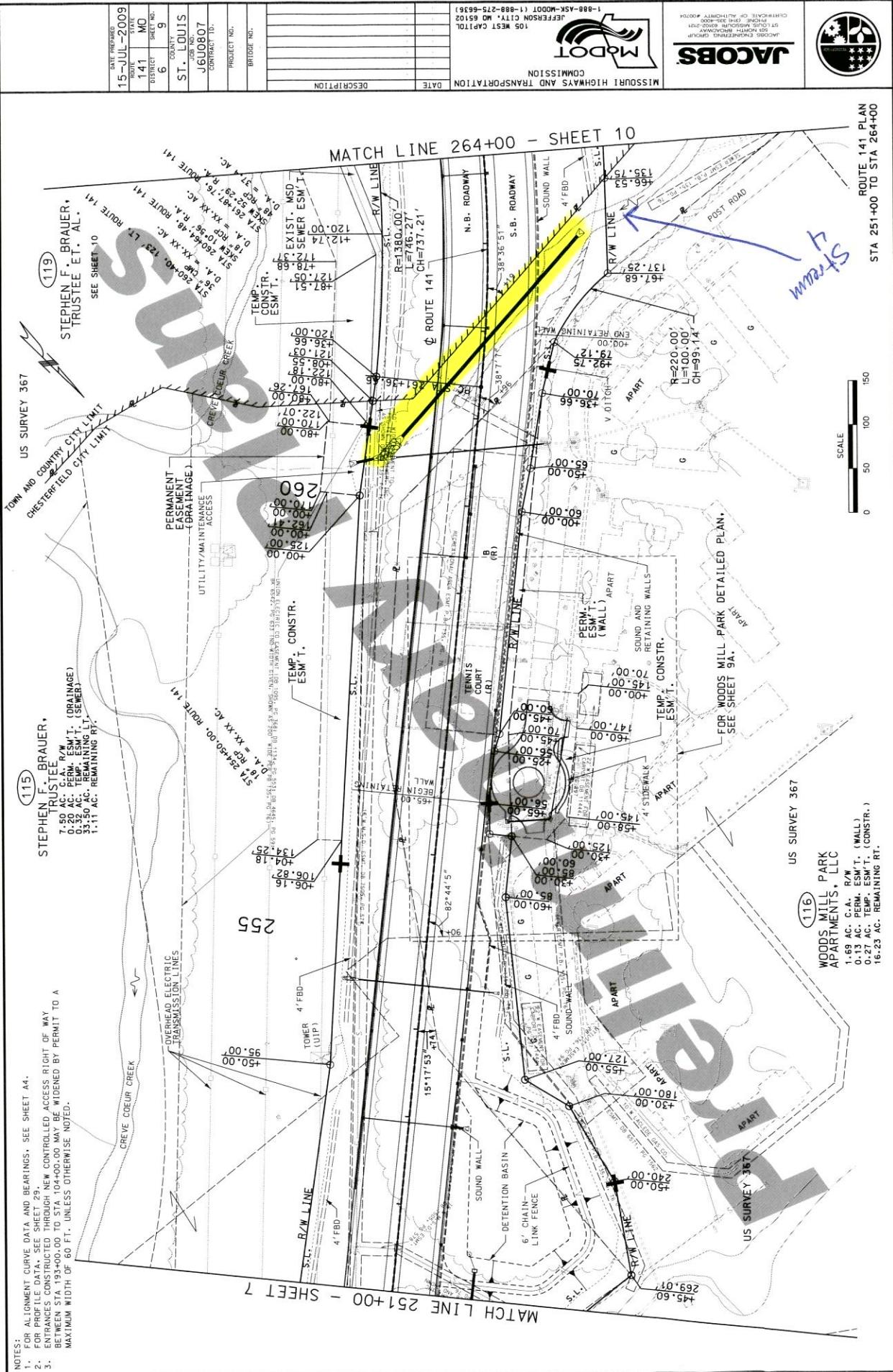
L/W PLAN - NOT FOR CONSTRUCTION

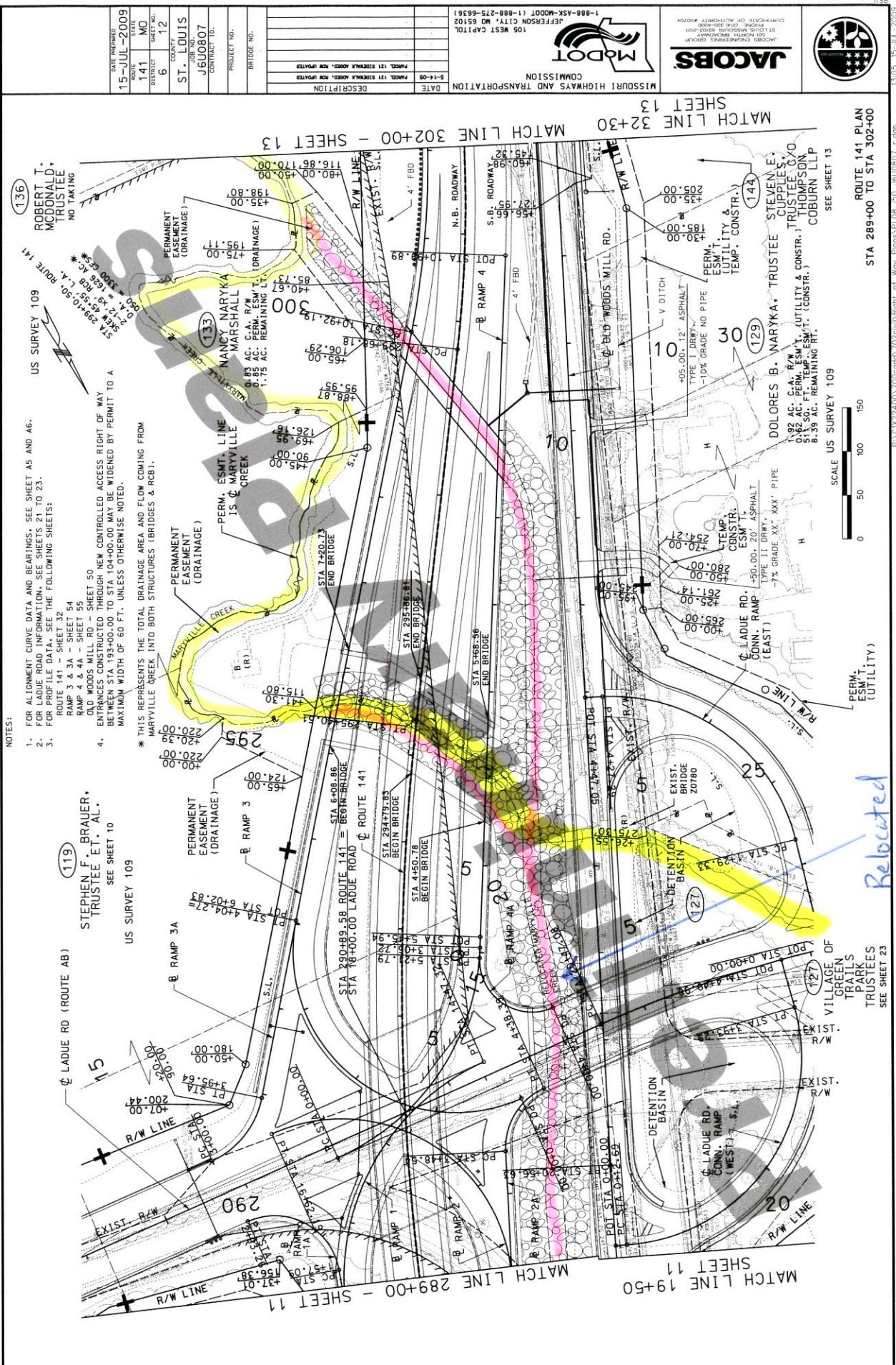
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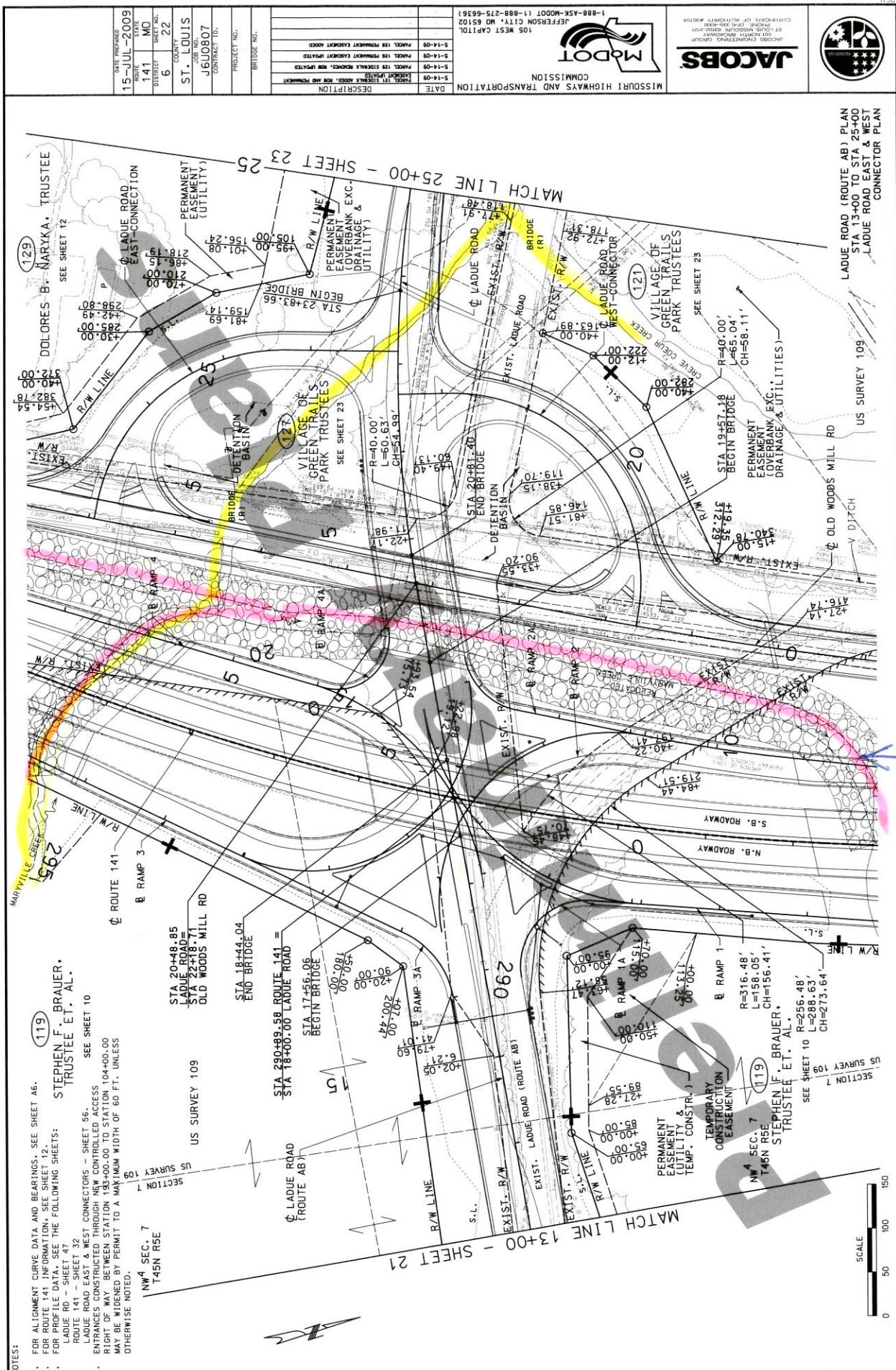




- R/W PLAN – NOT FOR CONSTRUCTION**
- NOTES:**
1. FOR ALIGNMENT CURVE DATA AND BEARINGS, SEE SHEET 6 AS AND A1.
 2. FOR PROFILE DATA SEE SHEET 26.
 3. ENTRANCES CONSTRUCTED THROUGH NEW CONTROLLED ACCESS RIGHT OF WAY BETWEEN STA 134+00-00 TO STA 144+00-00 MAY BE WIDENED BY PERMIT TO A MAXIMUM WIDTH OF 60 FT., UNLESS OTHERWISE NOTED.

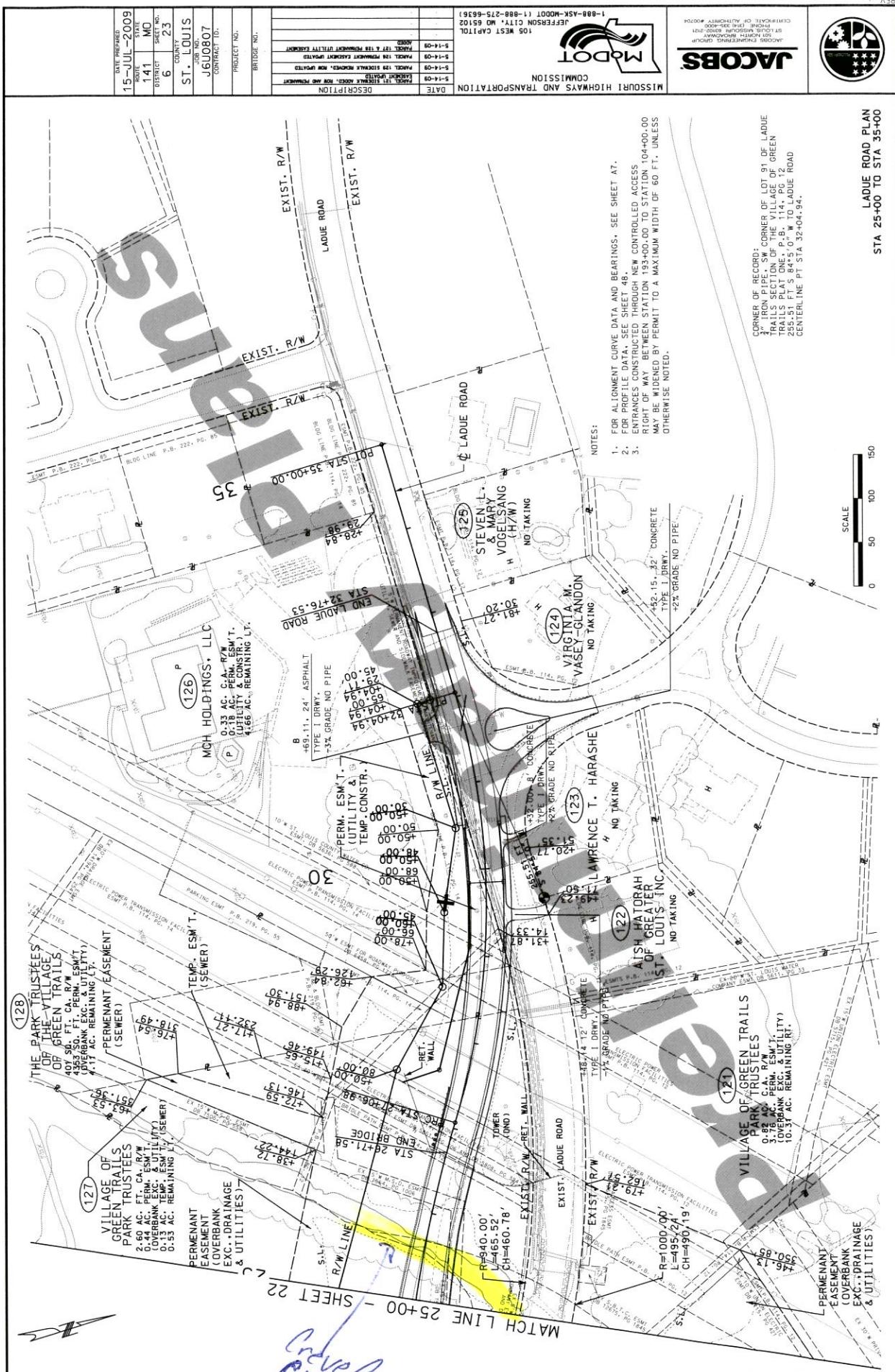




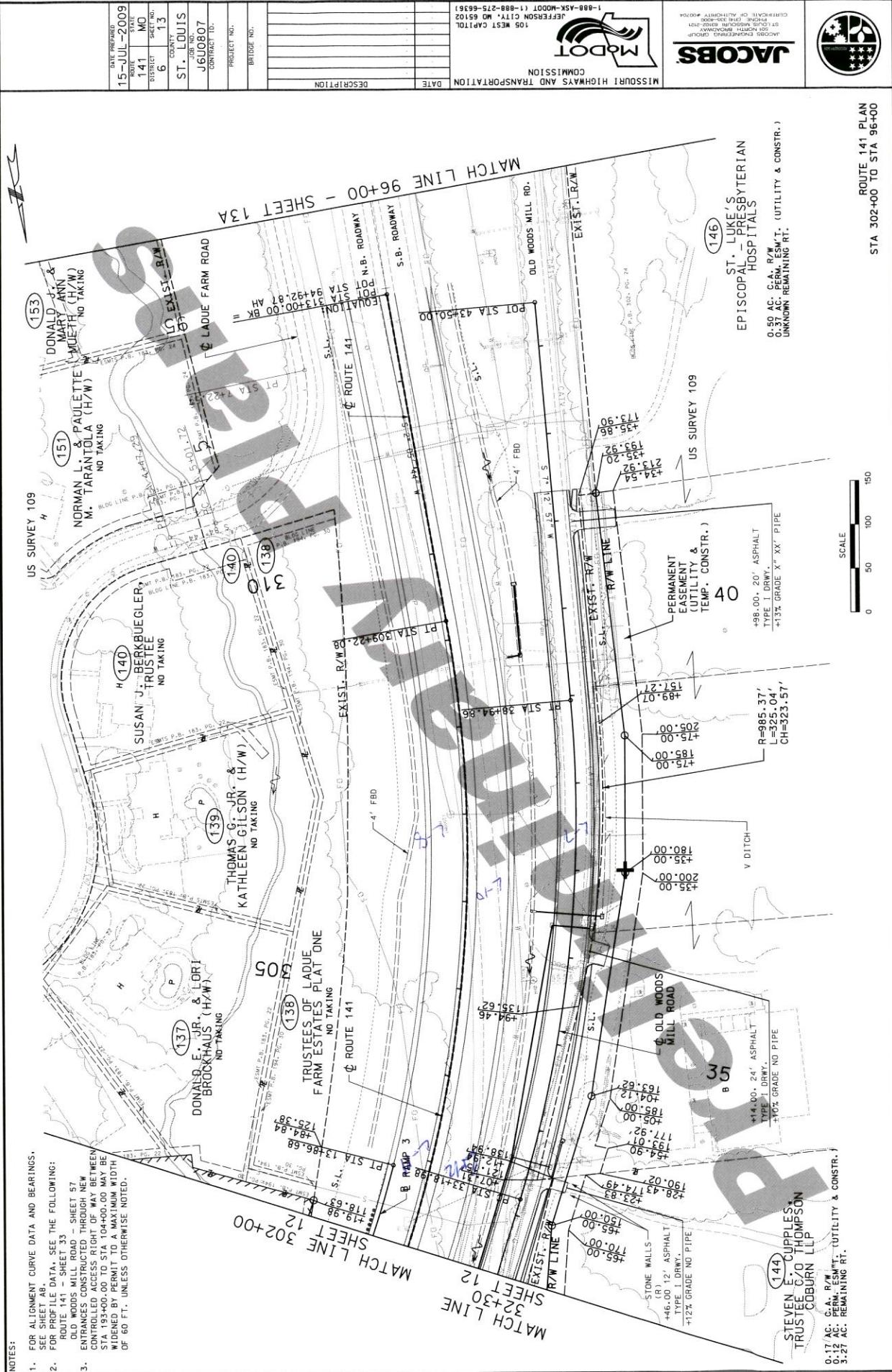


DRAWN/W PLAN - NOT FOR CONSTRUCTION

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Crave Creek
Bridge
crossing.





JACOBS

The logo for the Missouri Department of Transportation (MoDOT) features a stylized black 'M' with a road line through it, followed by the letters 'oDOTH'.

15:05 15-JUL-2009

3/W BIAN = NOT FOR CONSTRUCTION

MATCH LINE 96+00 - SHEET 13

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